



THE GREAT WAR.

By CHARLES LOWE.



THE war, now in its eighth month, has been called a "silent" one—not because it is not accompanied by abundance of cannon-thunder, but because all our arrangements connected with it are carried out so silently and secretly. It is only the Government and the railway companies that know what immense numbers of troops we have lately been shipping over into France and Flanders, but the nation at large remains in the dark. Two surprises, also, were sprung upon it lately. One was that the King had returned from visiting a portion of the Grand Fleet—the counterpart and co-relative to his inspection of his soldiers at the seat of war; and the other that this tremendous Navy in the North Sea, forming our "sure shield" against attack—to quote his Majesty's own crisp phrase—feels itself strong enough to have been able to spare a squadron, headed by the *Queen Elizabeth*—most powerful of all our battle-ships—to co-operate with our French Allies in reducing the Dardanelles forts and opening up a free sea-passage between the *Ægean* and the *Euxine*.

If this can be accomplished—and there is every prospect of its being so as soon as the weather is again favourable enough—it will, so far, be one of the most momentous and far-reaching achievements of the war, on the further course of which it cannot fail to have an immense influence. The duldest imagination must be vividly impressed by this exhibition of what we call sea-power when wielded by such a battle-ship as the *Queen Elizabeth*, with her displacement of 27,000 tons, her speed of 25 knots, her eight 15-in. guns each throwing a shell of nearly a ton, and her tremendous heavy-gun broadside of 15,000 lb. as compared with the pop-gun—1160 lb.—of Nelson's *Victory*. No fortifications in the world—least of all the Turkish ones—can stand the ton-heavy projectile of such a battle monster as thrown from a distance of ten to twelve miles. Little wonder that the Ottoman forts on both sides of the entrance to the Dardanelles were soon reduced to shapeless rubbish-heaps.

This is one of the best and finest things of the kind our splendid Navy has ever done; and that its intelligence service is equal to its spirit of enterprise may be inferred from the fact that, according to the figures quoted in the despatch announcing results, it evidently knew beforehand the exact number of guns in every fort, with their respective calibre. By a happy coincidence, a prominent share in the bombardment of the outer forts was taken by the *Agamemnon*, so called after the famous commander-in-chief of the Greek forces who besieged Troy on the plain almost overlooking the mouth of the Dardanelles. But the wooden horse which fraudulently introduced the Greeks into Ilium, thus hastening its fall, was nothing in comparison with the iron monsters of the main—equally crammed with heroes—who will presently force the situation at Stamboul and similarly bring about the end of another empire.

In view of the tremendous results thus brought about by the exercise of our sea-power on the moribund body of the "Sick Man" of the Bosphorus, all our naval mishaps seem to be but trifles—such as the sinking, by tempest or torpedo, of an armed liner-cruiser, the *Clan McNaughten*, with a crew of 284 officers and men; the loss of three of our naval air-men who took part in the forty-aeroplane raid against the German sea-bases on the Belgian coast; and the destruction of some half-dozen of our ocean "tramps" during the first week of the German paper "blockade" of our coasts, which has proved, as it was expected, to be a *brutum fulmen*. Why, Mr. Lloyd George even declared that "drink [such as has been altogether forbidden in Russia and restricted in France] is doing us more damage in the war than all the German submarines put together."

On the other hand, we have countered—not only by proclaiming a blockade of German East Africa, and by closing to navigation the north part of the Irish Channel, but also, and above all, by declaring, in concert with our French Allies, that no commodities of any kind shall henceforth be allowed into or out of Germany, any more than they were allowed into Paris during the war of 1870. Thus we have practically declared Germany to be in a state of siege in reply to what the Premier called her policy of "piracy and pillage." His words are worth placing on record: "The German declaration

substitutes indiscriminate destruction for regulated capture. Her opponents are therefore driven to frame retaliatory measures, in order, in their turn, to prevent commodities of any kind from reaching or leaving Germany. The British and French Governments will therefore hold themselves free to detain and take into port ships carrying goods of presumed enemy

In making this momentous and loudly applauded announcement, while asking for further supplies for the war, which is costing us something like a million and a-quarter sterling a day, Mr. Asquith spoke in a tone of resolution and confidence in our ultimate victory which cannot fail to produce its due effect in Germany—the more so as there are increasing signs that the scales are now beginning to fall from the eyes of our overweening, self-deluded enemies.

Everything goes to show that the "Sorrows of Werther" were nothing to the accumulating sorrows of "William the Second" (to None). When in East Prussia lately, he assured his troops that "the terms of peace will be dictated by me with the help of my soldiers' bayonet-points." But meanwhile, the tide of war has again turned against him in Poland, where the Russians, with the dogged valour characteristic of their race, were quick to recover from their setback at the hands of Hindenburg and Mackensen, on emerging from the Masurian Lake region—a reverse, for the rest, which was grossly exaggerated by the Germans, who set their joy-bells at Berlin ringing much too loudly, though by no means for the first time in the course of the war.

The truth is that the Germans owed all their partial successes in those parts to the circumstance of their being better served by roads and railways than the Russians, but that when they ceased to enjoy such favourable means of communication by assuming the offensive against the armies of the Grand Duke on their own ground, they found that the "Tom Tiddler" game was apt to go against them. It is very hard to form a clear idea of what is really happening on the Eastern front, since the accounts are so contradictory and confusing as to the taking of positions and prisoners; but, on the whole, the Germans do not seem to be gaining much ground, and the Austrians none at all.

Far from gaining ground, the Germans, on the contrary, appear to be losing it, according to the official Russian accounts, which claim a positive débâcle for Hindenburg's armies round Przrasnysz, their loss at one point alone of 10,000 prisoners belonging to fifteen different regiments, the hurling back on the frontier of the remnants of his broken host, and huge captures of war matériel. The Germans, of course, have their own version of the affair, which is materially at variance with that of the Russians; and the official "reporting" on both sides appears to be almost as hard as the pounding. When a lady once asked the Duke of Wellington how he could account for his winning of Waterloo, his Grace replied: "Well, Madam, we pounded them, and they pounded us, and I suppose we must have pounded the hardest, since we won the battle."

Military truthfulness, it is to be feared, is rather a rare virtue. Caesar practised it better than his modern counterpart—Napoleon, whose bulletins could never be said to have been models of veracity. In fact, he was described by one writer as not only the greatest leader, but also the greatest liar of his time. Sir John French will probably be assigned a much more honourable place as a writer of despatches. Even our enemies will doubtless admit that nothing could have exceeded our perfect candour in owning up to our naval mishaps and making a clean breast of our sea misfortunes. Even that military mutiny of ours at Singapore was detailed by us with a frankness which forms no part of the German military character. And, on the whole, the Grand Duke has proved a better truth-teller than Hindenburg, Moltke, Falkenhayn, and the Grand Headquarter Staff at Berlin.

But while thus the chief centres of interest were in the waters of the Dardanelles and on the plains of Poland—not to speak of the House of Commons, where speeches rose to the dignity of written history—the fields of Flanders and of France also continued to witness the monotonous development of the war-drama, slowly, but steadily, in favour of the Allies, whose armies are quickly increasing from day to day, especially on our side by the addition to our fighting line of men—Territorials—whom the Premier rightly declared were fit to confront the best troops in the world. All leave has now been stopped as from March 1, which looks like business; and both officers and men who have hitherto been coming home for a few days agree in describing the mood of the enemy as very depressed.

LONDON: MARCH 2, 1915.



COMMANDING THE COMBINED BRITISH AND FRENCH NAVAL FORCE IN THE DARDANELLES: VICE-ADMIRAL SACKVILLE H. CARDEN.

Vice-Admiral Sackville Hamilton Carden is a son of the late Captain Andrew Carden, of Barnane, Templemore, Ireland. He was born in 1857, and entered the Navy in 1870, reaching flag rank in 1908. His previous active service includes the Egyptian War of 1882, the Suakin Expedition, 1884, and the Benin Campaign, 1897. From 1912 to 1914 he was Admiral Superintendent of Malta Dockyard. [Photo. by S. and G.]

destination, ownership, or origin. Under existing conditions there is no form of economic pressure to which we do not consider ourselves entitled to resort."

“ABSOLUTELY NEGATIVE”: THE END

OF A MUCH-VAUNTED ZEPPELIN.



ONE OF THE TWO RECENT DISASTERS SAID TO HAVE DEPRIVED GERMANY OF THE LAST OF
FELL UNDER THE WEIGHT OF

In an official note issued recently in Paris some interesting observations were made on the situation as regards air-craft in the war during the last few weeks. "As for the Zeppelins," it is stated, "their action remains absolutely negative. As a result of the recent disaster to the dirigibles 'L3' and 'L4,' Germany has lost all the naval types of air-ships which she possessed before the war. It may be recalled that 'L1' disappeared in a storm on September 9 last, and that 'L2' was destroyed by fire on October 17." The "L1" was blown into the sea near Heligoland, and the "L2" was burnt at Johannisthal. The accidents which resulted in the destruction of "L3" and "L4" occurred off the coast of Denmark within a few hours of each other on February 17. The "L3" was the first to come to grief. She had, it is said, left Hamburg at 4 a.m., and was cruising off the Danish coast when her motors failed, and about 6 p.m. she crashed on to the beach of Fanøe Island, snapping in two as she struck the ground. The crew of two officers and fourteen petty-officers escaped unhurt, and were interned. The air-ship

HER NAVAL AIR-SHIPS: THE BROKEN-BACKED "L3" ON FANØE ISLAND SHORTLY BEFORE THE "L4" SNOW ON HER ENVELOPE.

was soon afterwards in flames. According to one account, the Captain set it on fire to prevent it from being carried away by the wind, to the danger of life and property. The great size of the dirigible may be realised by comparing it with that of the two men seen on the left in the photograph. The "L3," which weighed twenty-seven tons, was launched only last year. The disaster to the "L4" occurred the same night, and in the same neighbourhood—that is, off the west coast of Denmark. In her case, the air-ship is said to have been brought down by the weight of the snow that had fallen upon her. It has been said that a layer of snow equal to 1-25th of an inch of water on the surface of a Zeppelin would have a weight of four tons, and would inevitably bring down the vessel. Four of the crew of the "L4" are said to have been drowned or carried away in the air-ship, which drifted out to sea. The survivors both of "L3" and "L4," it was reported, would be interned at Odense. Two machine-guns and four large bombs are said to have been removed from "L3."

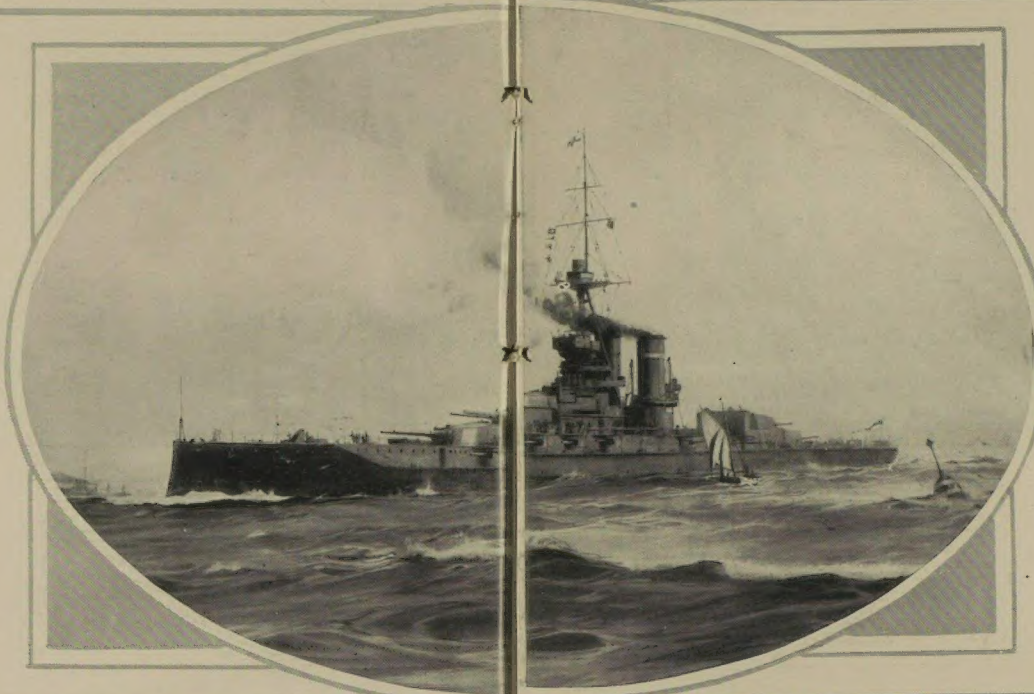
OPENING THE GATE TO CONSTANTINOPLE: THE FORCING OF THE DARDANELLES—SOME OF THE SHIPS AND FORTS ENGAGED.

PHOTOGRAPHS BY FARRINGTON PHOTO. CO., TOPICAL PRESS.

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A BRITISH BATTLE-SHIP WHICH WAS HIT BY A TURKISH SHELL WHILE BOMBARDING THE DARDANELLES FORTS: THE "AGAMEMNON" AT TARGET-PRACTICE.



A BRITISH SUPER-DREADNOUGHT OF THE NEWEST TYPE: H.M.S. "QUEEN ELIZABETH," WHICH

TAKING PART IN THE OPERATIONS IN THE DARDANELLES: MOUNTS THE FINEST NAVAL GUNS.



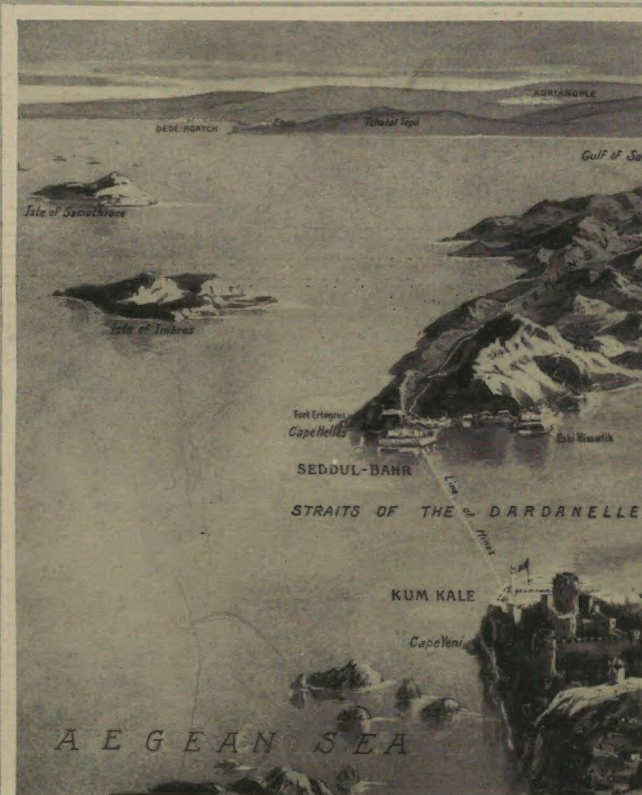
ILLUSTRATING "THE CLOSE CO-OPERATION OF THE ALLIES IN THE NEW THEATRE": BRITISH AND FRENCH CRUISERS OFF THE ENTRANCE TO THE DARDANELLES



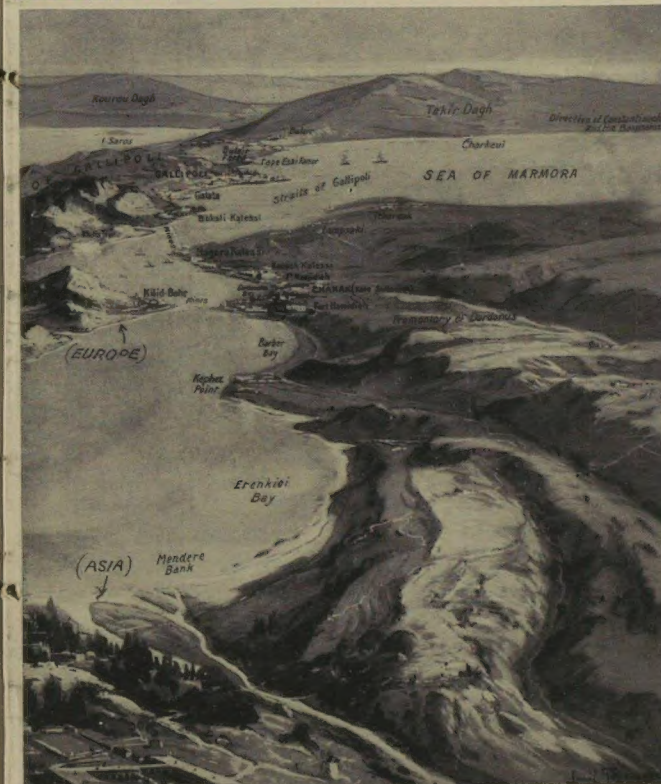
RECENTLY BOMBARDED BY THE GUNS OF THE ALLIED FLEET: ONE OF THE TURKISH FORTS GUARDING THE DARDANELLES.



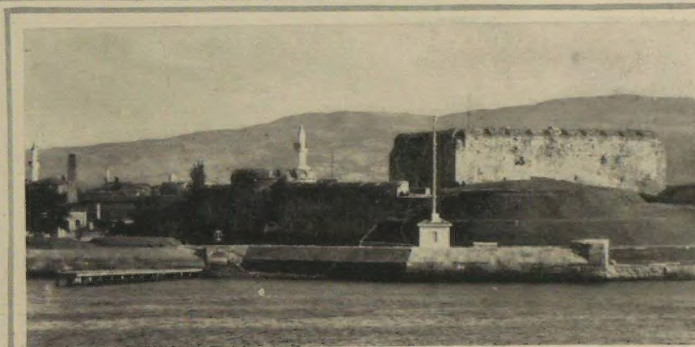
ONE OF THE BATTLE-SHIPS WHICH BEGAN THE ATTACK ON FORT DARDANUS, FOUR MILES UP THE STRAITS: H.M.S. "MAJESTIC."



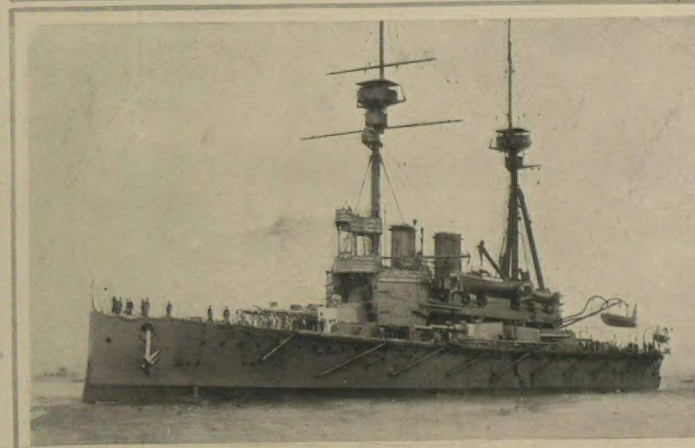
THE HISTORIC STRAITS WHOSE REOPENING WILL FACILITATE RUSSIAN EXPORTS OF THE DARDANELLES SHOWING FORTS



AND IMPORTS AND LOWER THE PRICE OF BRITISH BREAD: A PICTORIAL MAP MINES, AND ADJACENT ISLANDS.



AT THE ENTRANCE TO THE NARROWS, THE MOST DIFFICULT PART OF THE STRAITS TO FORCE: A FORT AT CHANAK.



ENGAGED IN A GREAT EXPEDITION IN THE SAME REGION AS HER ANCIENT GREEK NAMESAKE: H.M.S. "AGAMEMNON."

Describing the resumed bombardment of the Dardanelles forts by the combined British and French squadron on February 25, the Admiralty announcement said: "The 'Queen Elizabeth,' 'Agamemnon,' 'Irresistible,' and 'Gaulois' began by deliberately bombarding Forts A (Cape Helles), B (Sedd el Bahr), C (Orkhanieh), and D (Kum Kale), respectively, at long range. Fort A (Cape Helles) replied, and one shell, at 11,000 yards, hit the 'Agamemnon,' killing three men and seriously wounding five. The 'Irresistible' and the 'Gaulois' made excellent practice on Forts C (Orkhanieh) and D (Kum Kale), while the 'Queen Elizabeth' concentrated with great accuracy on Fort A (Cape Helles), putting both of its guns out of action by about 11.30 a.m." Other ships then engaged the forts at close range, and all four were reduced. "Sweeping operations," continues the same official account, "were immediately begun. The Straits have now been swept up to four miles from the entrance. 'Albion' and 'Majestic,' supported by 'Vengeance,' proceeded to the limit of the swept area and began an

attack on Fort Dardanus (E) (four 5.9-inch guns), and some new batteries which have been erected on the Asiatic side." Some interesting references to the operations in the Dardanelles were made by Mr. Asquith in his great speech in the House of Commons on March 1. "The enterprise," he said, "once more indicates and illustrates the close co-operation of the Allies—in this case, the French and ourselves—in the new theatre," and he went on to acknowledge that "the splendid contingent from the French Navy that our Allies have supplied is sharing to the full both the hazards and the glory of the enterprise." The Prime Minister also dwelt on the fact that the expedition showed the copiousness and variety of our naval resources, while in no way weakening the Grand Fleet. "The 'Queen Elizabeth,'" he pointed out, was "the first ship to be commissioned of the newest type of what are called super-Dreadnoughts, with guns of power and range never hitherto known in naval warfare."

THE CARPATHIANS; AND MASURIAN LAKES: SCENES OF FIGHTING.



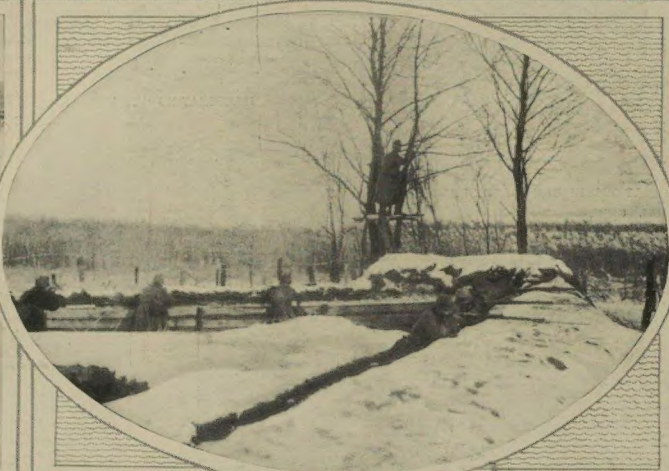
THE FIGHT FOR THE CARPATHIAN PASSES: GERMAN ARTILLERY ON THE WAY TO THE DUKLA PASS.



THE DESPERATE AUSTRIAN EFFORT TO SAVE HUNGARY AND FORCE THE RUSSIANS BACK THROUGH THE CARPATHIANS: AN AUSTRIAN COMMISSARIAT-TRAIN ON THE WAY TO THE DUKLA PASS.



THE STORM-CENTRE OF THE RECENT FIGHTING IN EAST PRUSSIA: GERMAN BARBED-WIRE ENTANGLEMENTS ON THE SHORE OF THE MASURIAN LAKES.



THE GERMAN FORTIFICATIONS ALONG THE SHORE OF THE MASURIAN LAKES: AN ENTRENCHED POST WITH ITS LOOK-OUT PLATFORM UP A TREE.



SCOUTING FOR RUSSIANS ACROSS THE MASURIAN LAKES: GERMAN STAFF OFFICERS RECONNOITRING THE OUTSKIRTS OF THE WOODS BEYOND WITH THEIR GLASSES.



ON ONE OF THE BLOCKED ISTHMUSES BETWEEN THE MASURIAN LAKES: A GERMAN TRENCH WITH BARBED-WIRE ENTANGLEMENTS PLANTED IN FRONT.

Our illustrations (reproducing German photographs) depict scenes in the Carpathians and in the Masurian Lakes region, on the flanks of the widely extended battle-front in Eastern Europe, where vitally important fighting is taking place at this moment, and enormous masses of troops on either side are in continuous conflict. The Dukla Pass is the first of the Eastern Carpathian passes, and has been for many weeks the scene of fierce fighting. Roads from Cracow and Przemyśl connect at Dukla, the small township at the northern end of the pass. The Russians seized the northern end of the Dukla Pass towards the end of last year, and incessant efforts have been made to force them back by the combined German and Austrian Army in that quarter, so far without success.

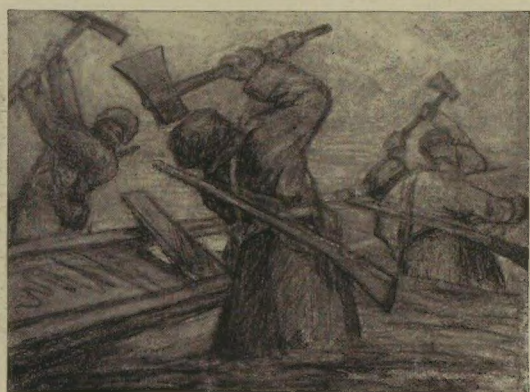
We see some of the troops of both nations, German artillery, and an Austrian commissariat train on the way amid the snow to the Dukla Pass.—The Masurian Lakes region in East Prussia to the south of Königsberg comprises a wide stretch of morasses and barren heaths and pine forest tracts, seamed by a long, straggling chain of shallow lakes in the neighbourhood of Insterburg and Lyck, the small town where the Kaiser had his headquarters for a time during von Hindenburg's February campaign which drove back the Russians in East Prussia. The low, flat shores of the lakes and the intervening narrow isthmuses have for months been barred by trenches and redoubts and miles of barbed-wire entanglements, as may be seen from our photographs above.

THE BATTLE FOR THE THREE BRIDGES: A FIERCE NIGHT FIGHT.

SKETCHES BY A POLISH WOMAN ARTIST, MLE. KORAB MERCERE.



THE FIRST STAGE OF THE BATTLE OF THE RAWKA BRIDGES: THE GERMANS STEALING FORWARD AT NIGHTFALL IN SINGLE FILE.



THE RUSSIANS DESTROYING THE BRIDGES: SIBERIAN PIONEERS ATTACKING ONE OF THE STRUCTURES WITH AXES.



SEEKING TO AVOID DISCOVERY UNDER THE GLARE OF GERMAN LIGHT-BALLS AND ROCKETS: SIBERIANS TAKING COVER.



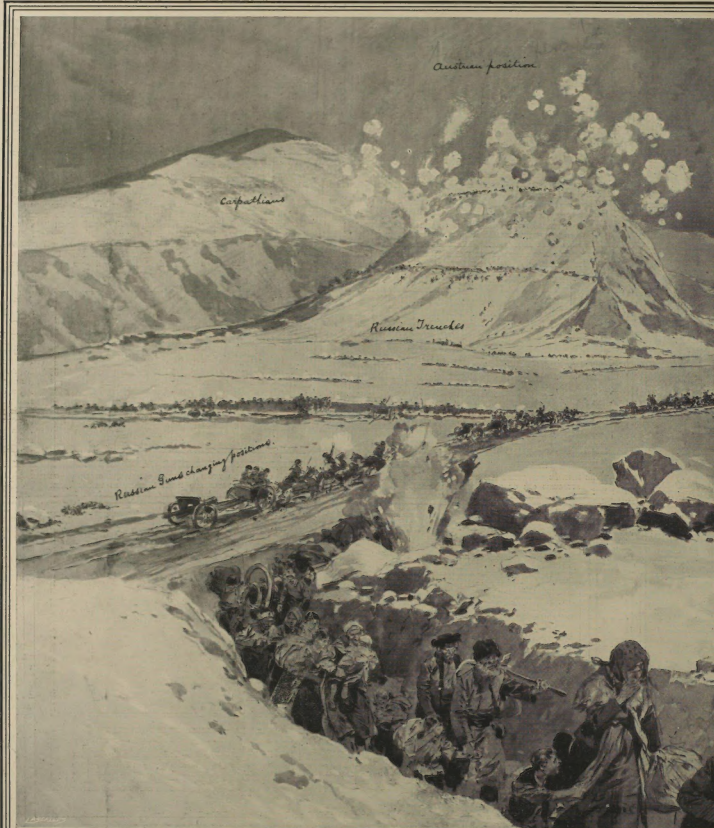
BATTLING IN THE ICY WATER: THE GREAT HAND-TO-HAND FIGHT FOR THE THREE BRIDGES BUILT OVER THE RAWKA BY THE GERMANS.

For dramatic interest, the story of the Siberian infantry night-battle on the Rawka, on December 26, stands by itself. The Germans, on the western bank, and concealed in dense woods, threw three light bridges over the river at dusk, thinking the Russians were off their guard. They were seen, however, by the Siberians, who closed round the spot. Their sentries then saw the Germans stealing across in single file, the soldiers crouching forward. They waited silently until the foremost Germans were over. Then, with rapid volleys, they swept all away. Instantly, light-balls and bombs burst over

the Russians. The Siberians responded by lying flat and taking cover. Opening a fierce fusillade, the Germans repeatedly tried to rush the bridges, on which Siberian pioneers with axes crept forward and began to destroy them. The chopping alarmed the Germans, who again attacked in force. In response the Siberian reserve plunged into the Rawka and fought the Germans in mid-stream. The battle lasted for five hours under the glare of shells and magnesium-rockets. Then both sides suddenly drew off—but the bridges had been destroyed.—[Drawings Copyrighted in the United States and Canada.]

SEPPINGS-WRIGHT'S FIRST SKETCH FROM THE CARPATHIANS:

DRAWN BY H. C. SEPPINGS-WRIGHT,



WRESTING THE KEY OF A PASS FROM THE AUSTRILIANS: THE RUSSIAN ADVANCE AGAINST

In the Carpathians and all along the rugged slopes that fringe the southern borders of Galicia, battle after battle has been fought for the possession of the passes, now to capture one, now to hold it and beat off a counter-attack. One of them, in a locality that it is necessary not to specify with exactness here, forms the subject of our illustration. The key of the battlefield, the tall, isolated hill in the centre of the drawing, which overlooks the pass seen to the left as the reader looks at the picture, was held by the Austrians in great force, with their troops strongly posted in an almost ideal defensive position holding a series of entrenched lines on the mountain-side, each set of trenches having the advantage of a clear command of fire over those below. The Austrian artillery crowded the crest of the uppermost ground, where the puffs of smoke from the Russian shrapnel are seen bursting

THE TAKING OF A "SPION KOP" BY OUR RUSSIAN ALLIES.

OUR SPECIAL WAR ARTIST IN GALICIA.



THE ISOLATED HILL HELD BY THE ENEMY - IN THE FOREGROUND, PEASANTS FLEEING.

in thick clusters. The Austrians held out stubbornly, but the Russian artillery fire proved too powerful, as fresh batteries were pushed forward. Under cover of the guns, the Russian infantry were enabled to carry out the frontal attack shown in progress together with the flanking artillery bombardment from the batteries seen in action to the right of the drawing. As fresh guns came up they were galloped forward, and, with the characteristic Russian dash in handling of artillery mentioned in letters from the front in Poland, literally flung into action. The Russians finally forced their way up the lower slope until close enough to storm the Austrian trenches with the bayonet. The snow-covered ground on every side, and the ill-fated Galician peasant-refugees fleeing from their devastated village homes, fill in the details of the scene with vivid suggestiveness. (Drawing copyrighted in the United States and Canada.)

SCIENCE & NATURAL HISTORY



LOOKING AT THURSDAY'S TRIP: STUDENTS OUT OF SCHOOL (18th CENTURY).



UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.



LEARNING UNDER DIFFICULTIES IN A CLASS OF A CATHEDRAL: STUDENTS IN SCHOOL (13th CENTURY).

SCIENCE JOTTINGS.

THE BLOCKADE AND THE DINNER-TABLE.

MOST of us, as I remarked in a recent article in this page, have come to regard the sea as the only source of our fish-supply—eels, salmon, and trout apart, of course. These last are supposed to be the only fresh-water species that a reasonable being can be expected to eat, the rest are "coarse-fishes" fit only to afford amusement to the angler. This is surely a quite mistaken notion, for on the Continent they are eaten with relish. I well remember, years ago, spending an hour or two in the Fish Market at Amsterdam, where I first, and to my great surprise, discovered that these same "coarse-fish" were actually regarded as table delicacies! I found hosts of pike, perch, roach, bream, carp, and tench swimming about in huge tanks of running water. At some were careful housewives carrying pails, and haggling with the vendors about the price per pound. When this was agreed on, a net was introduced into the tank and one or more struggling victims brought out and popped into the scale. They were then removed, seized by the left hand, and disembowelled with a knife skilfully wielded by the right; this done, a few swift, scraping movements from tail to head swept off the scales, when they were tossed into the pail or basket brought for their reception. This was buying fresh fish with a vengeance! But in this country the officer for the Prevention of Cruelty to Animals would speedily intervene, and rightly.

We might surely, with profit, follow the example of our neighbours, even though we modify their methods: for tons of excellent food are annually wasted in these islands merely to afford "sport." If only our countrymen could be persuaded to make the experiment, and to give it a fair trial, they would speedily create a new industry, yet without hurt to those engaged in the capture of marine fishes.

Among our fresh-water fish eligible for the table the perch should occupy a prominent place. Except

the salmon, indeed, it is the finest of all: for its flesh is firm and white, and free from that insidious earthy taste so often associated with fresh-water fish. Shoals of cod, taken after spawning, watery, insipid creatures, are sold in thousands, because they are cod; and they are bought, too, by people who live on the fringe of inland waters where perch are to be had in abundance, and in fine fettle, from mid-June to mid-February.

Perch are delicious either grilled like a haddock or fried with egg and bread-crumbs, spatch-cooked, and broiled in butter, or stuffed and baked. The late Francis Frances, who was as great an authority on the cooking as on the catching of fish, insists that to get the full flavour out of this fish it should be

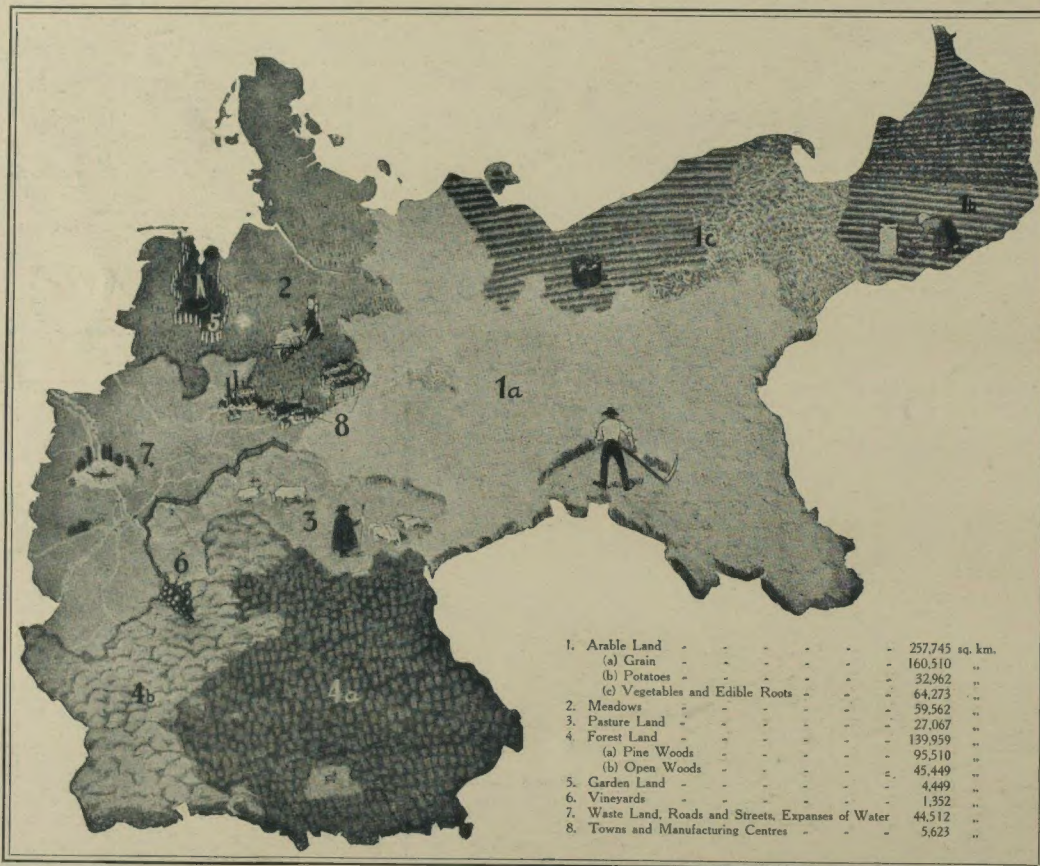
drew their fish-supply for fast-days entirely from fresh waters. Carp seem to have held a conspicuous place in their esteem. This fish was originally introduced from China, and, becoming speedily naturalised all over Europe, found entry into these islands about 1486. The choice of the carp must surely have been made because of the ease with which it could be reared and bred in ponds, for it is, at best, but of indifferent flavour, though immensely improved by being kept, as was the custom, in "stew-ponds" in which the water was frequently changed, and fattened during their confinement there on

bread. Though they run to a large size, as much as 11 lb. in this country and up to 30 lb. in Germany, they cannot be said to furnish delicate eating, while they are further to be avoided because of their nauseous and copious excrements which pollute the water in which they live. This, probably, largely accounts for the turbid condition of the water in ornamental parks, like that of Battersea Park in London. Perch might well be substituted, and limited fishing allowed to those who use the Park.

Tench, according to some, are delicious when fried in oil, but they need purification in stew-ponds, like carp. Barbel, though they run to a large size, are fit only to feed pigs with; and the same is true of pike. Sir Herbert Maxwell, in discussing the pike as a food-fish, remarks that the stuffing should be as nutritious as possible, in order that something may be left when you have thrown the fish away! Gudgeon, if you can get enough of them, are dainty fare, as delicate in flavour as smelt. Enormous numbers are taken from the Seine in the autumn for table purposes. Roach, in Russia, form an important article of commerce, thousands of tons being disposed of annually. The roes of roach and bream are extensively used for caviare.

I might extend this list, but enough, I hope, has been said to convince my readers that we have yet something to learn of the food resources of our islands in time of war.

W. P. PYCRAFT.



GERMANY'S FOOD PROBLEM: THE SIZE OF THE VARIOUS CULTIVATED AREAS; AND OTHERS.

The problem of feeding the German people makes the question of the agrarian division of the land particularly interesting at the moment. The illustration divides the areas utilised for cultivation in such a way that they correspond with large sections of country. Thus it is seen that arable land, including that planted with cereals and vegetables, covers an area as big as Mecklenburg-Schwerin, Posen, Silesia, the Grand Duchy of Saxony and the Kingdom of Saxony. The land on which potatoes are grown is as large as East Prussia; while that on which vegetables and edible roots are cultivated equals in size West Prussia, Pomerania, and Mecklenburg-Strelitz. The meadow land, all put together, would cover Hanover and Schleswig-Holstein; the pasture-land, Thuringia and Hesse-Nassau; the forests and the pine-woods, Bavaria and Württemberg; other woods, Baden, Hesse, the Rhine Palatinate, and Alsace-Lorraine; and the garden land, Oldenburg. The vineyards would spread over Hesse, between the Rhine and the Palatinate; waste lands would cover the Rhine Province and Westphalia; and the towns and industrial areas equal Brunswick and Lippe.

broiled over a clear fire within an hour of its capture and with no more preparation than the application of a wet towel to its outer surface to remove the slime. When cooked, insert a knife behind the head, and the scales may be removed like a suit of armour. All that is then required is a flavoured butter, pepper, and salt. In Russia perch forms an important item in the food-supply of the people, enormous quantities—fresh, frozen, salted, and dried—being consumed annually.

The great houses and monasteries in olden days, and especially such as were situated far from the sea,

SEEING THROUGH A COTTON-BALE: X-RAYS FOR FINDING CONTRABAND.

PHOTOGRAPH BY CLARKE AND HYDE.



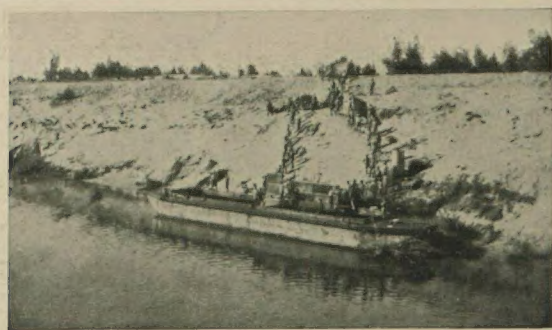
SCIENTIFIC EYES FOR THE OFFICER EXAMINING CARGOES FOR CONTRABAND IN WAR-TIME : USING THE X-RAYS ON A BALE OF COTTON TO DETECT ANYTHING CONCEALED IN IT.

The X-rays have proved useful in time of war, not only for locating bullets and other foreign bodies in wounded men (as illustrated in our issue of February 6), but also for the detection of any contraband articles, such as copper, that may be concealed inside innocent-looking bales of cotton or other goods. The apparatus here illustrated is made by the Medical Supply Association, and is used by the French and Russian Governments. The rays are directed through the bale by the instrument on the right, an X-ray tube,

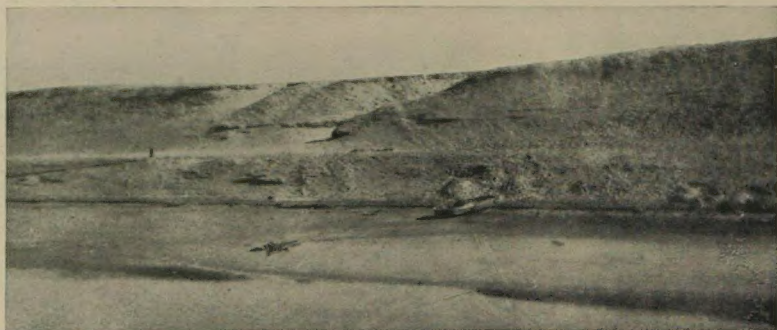
which can be moved up and down the vertical rod to search different parts of the bale. The inspector examines the bale through a fluorescent screen, on which the X-rays detect any solid object. A recent message from New York stated that X-ray examinations of cotton cargoes on British ships leaving port had been conducted by British representatives to prevent shipment of contraband. In one cargo, 178 bales of cotton-waste contained each 4 lb. weight of rubber sheets. The consignment was refused.

FIGHTING THE GERMANISED TURKS AT THE SUEZ CANAL:

ACTION ON LAND AND WATER; AND PRISONERS IN CAIRO.



GETTING READY FOR THE COMING OF THE TURKS: ENGINEERS AT WORK FINISHING THE DEFENCES ALONG THE CANAL BANKS.



SHOT-RIDDLED AND STRANDED HIGH AND DRY: ONE OF THE DERELICT TURKISH PONTOON-BOATS AS LEFT AFTER THE ENEMY'S DEFEAT.



CAPTURED IN THE SUEZ FIGHTING: TURKISH PRISONERS BEING MARCHED THROUGH THE STREETS OF OLD CAIRO.



THE FUTILE ATTEMPT MADE BY THE GERMANISED TURKS TO CROSS THE SUEZ CANAL: ITSELF AND



INCLUDING A NUMBER OF GREY-HEADED MEN: TURKISH PRISONERS CAPTURED IN THE SUEZ FIGHTING, IN CAIRO.



ONE OF THE TWO FRENCH WAR-SHIPS WHICH HELPED ACTION AGAINST THE



WHERE THE TURKISH ATTEMPT TO CROSS THE CANAL WAS MADE: THE EXACT POINT OF STARTING SHOWN BY AN UPTURNED TURKISH PONTOON.



SOME OF THE TROOPS WHO WERE COMMENDED SPECIALLY FOR THE EXCELLENCE OF THEIR WORK: INDIANS BEING FERRIED ACROSS THE CANAL.



THE DESTRUCTION OF THE ENEMY'S METAL PONTOONS BY BRITISH FIRE FROM THE CANAL FROM THE BANK.



WITH SAND-BAGS TO PROTECT THE PILOT FROM SNIPERS: THE BRIDGE OF THE S.S. "TENASSERIM" IN THE CANAL.



THE "BRITISH" NAVAL FORCE: THE "REQUIN" IN HEAVY TURKISH GUNS.



WEARING THEIR "ENVER-PASHA" HELMETS: TURKISH PRISONERS OF A CRACK ARAB REGIMENT IN CAIRO.

The Turkish attack on the Suez Canal on Wednesday, February 3, was delivered at two points: at Toussoum, a few miles south of Ismailia, the invaders making for it across the desert of the Sinai Peninsula, south-west of El Arish; and at El Kantara, the Canal terminus of the regular caravan road from Syria and El Arish. According to the official communiqué published in Cairo, the enemy attempted to cross by night at Toussoum. "They were allowed to bring their bridging material to the bank unmolested. When the bridging operations had actually started, we attacked them. . . . The enemy fled in disorder, leaving their bridging material in our hands, and some of the enemy were drowned in the Canal. The enemy also attacked us on the El Kantara front at daylight, but were easily repulsed." Describing the defeat of the Turks at Toussoum, a British torpedo-boat officer writes in the

"Morning Post": "We soon got among the boats, and the 3-pounder gun and the two Maxims soon got to work on them. Piles of dead Turks were soon lying round each boat, and the 3-pounder shell was blowing the boats and the Turks sky-high. . . . Bullets were whistling over us, and the torpedo-boat was frequently hit. We finished off the boats, great, big, heavy, metal things—goodness knows how the Turks managed to drag them all this way over the desert—and then went on to help our troops who were heavily engaged on the east bank with the forces of the enemy coming up. . . . Above all, there were the sound of continuous rifle-fire and the splutter of the Maxims. You could hear the heavy booming of the big guns from the men-of-war firing shrapnel and lyddite into the enemy's battalions. The battle soon turned in our favour, and crowds of prisoners began to be gathered in."

THE FAMOUS FRENCH GUN EVOLVED FROM A GERMAN FAILURE: A BATTERY OF "SEVENTY-FIVES" IN ACTION.

DRAWN BY GEORGES SCOTT.



DEVELOPED, INDEPENDENTLY, BY COLONEL DEPORT FROM A GERMAN INVENTOR'S INACCURATE IDEA MISAPPLIED BY KRUPP'S: THE BELOVED "SOIXANTE-QUINZE" OF THE FRENCH ARTILLERY WHICH HAS PROVED THE SALVATION OF FRANCE.

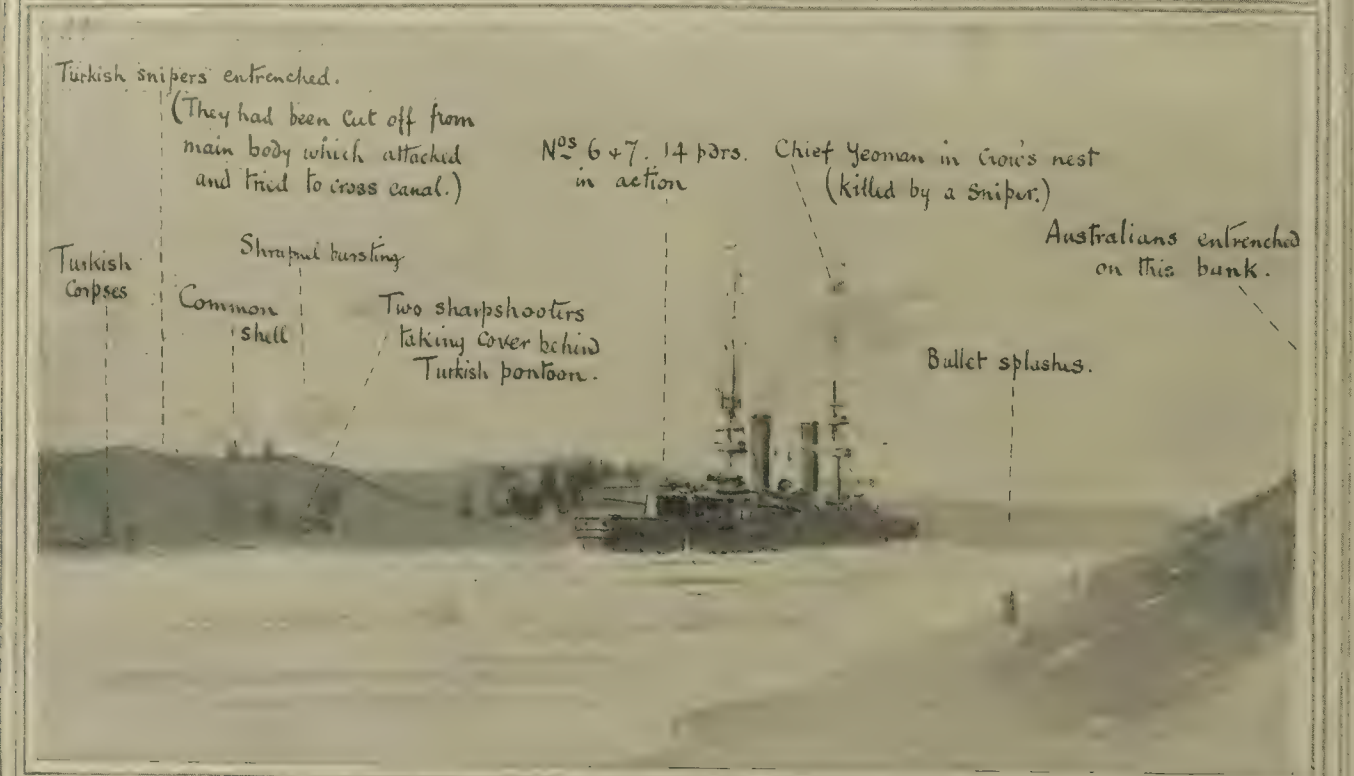
Perhaps the most interesting point in the story of the evolution of the famous French field-gun known as the "Soixante-quinze"—a story told in our article on another page—is the fact that the idea of such a gun, though not its practical elaboration, was derived from a German source. It was in 1890 that the French artillery were casting about for a new type of rapid-firing field-gun, and General Mathieu, then Director of Artillery at the French Ministry of War, heard that a German engineer, Herr Haussner, had set up at Krupp's a model long-recoil gun. General Mathieu summoned Major (now Colonel) Deport, then Director of the ordnance factory at Puteaux, and asked him if he also could produce a long-recoil gun. Major Deport undertook to tackle the problem; and after overcoming innumerable difficulties, he, in 1894, submitted to the Minister of War a field-gun which fired twenty shots a minute with perfect precision and stability. The "Seventy-five"

had been born, and it realised all possible expectations. Meanwhile, the German engineers had been working on a wrong tack, and had effected nothing. The data given to General Mathieu which had led to the birth of the "75" had proved to be inaccurate. After Colonel Deport resigned, the "75" was perfected by Captain (afterwards General) Salnt-Galm Duvivier, assisted by Captain (now Lieut-Colonel) Rimailho. The credit for getting the "75" authorised and for supplying the German spies into the belief that the French Army was adopting another type of gun, rests with the late General Deloye, who succeeded General Mathieu as Director of Artillery. Our drawing is the work of the famous French military painter, M. Georges Scott, who has a roving commission from the French General Staff to travel at the front by motor-car making sketches and notes. Some of his recent war-pictures may be seen in due course in London.—See Article on another page.—[Drawing Copyrighted in the United States and Canada.]

THE NAVY IN THE SUEZ CANAL ACTION: AN EYE-WITNESS'S SKETCHES.



THE BRITISH AUXILIARY-CRUISER "HARDINGE" HIT BY TURKISH SHELLS: DAMAGE DONE TO THE SHIP.



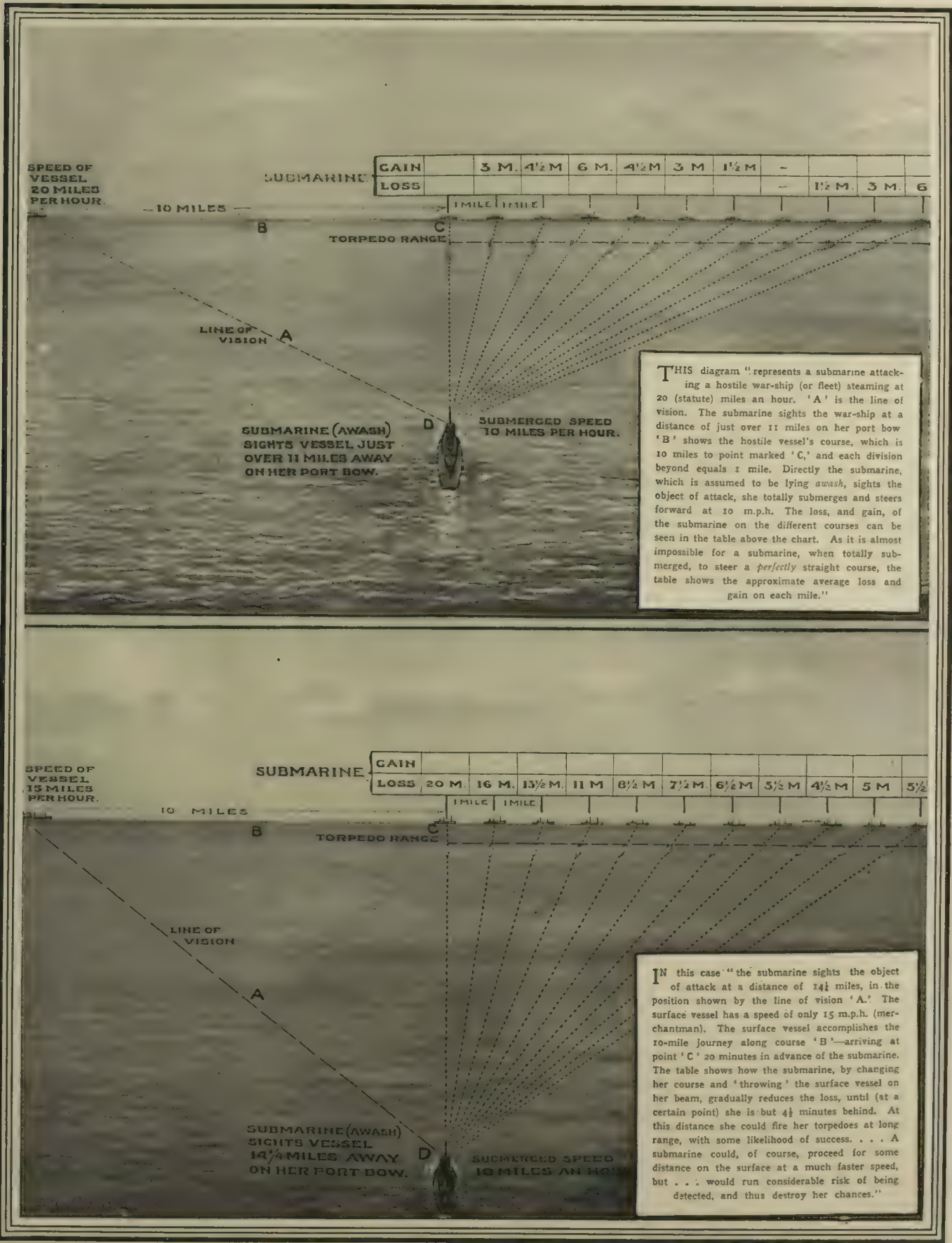
A BRITISH BATTLE-SHIP IN ACTION IN THE SUEZ CANAL: THE "SWIFTSURE" SHELLING A TURKISH TRENCH ON THE EAST BANK.

In the official account of the attempt made by the Germanised Turks to cross the Suez Canal, it is written: "The enemy was seen, at daybreak, advancing on Toussoum. Their artillery opened fire on Toussoum and Serapeum, and was answered by our artillery and the fire of our ships. After a certain amount of fighting, including an advance from Serapeum, the enemy retired. . . . His Majesty's ship 'Hardinge' was twice hit by shells, ten men being wounded. The other British losses were: two officers and thirteen men killed, and fifty-eight wounded. . . . The conduct of the troops—British, Indian, and Egyptian—was excellent." Two French war-ships, the "Requin" and the

"Dentrecasteaux," assisted. It has been recorded that Captain Carew, of the Suez Canal Pilot Service, insisted on remaining on the bridge of the "Hardinge," although very seriously wounded. The first of our sketches shows the damage done to the "Hardinge" by Turkish shell-fire. As to the second, our correspondent writes: "The 'Swiftsure' was moving to another billet in the Canal when the enemy opened fire with rifles from a trench on the east bank. This party of Turks, estimated at 200 strong, was evidently part of the large body which had attacked and tried to cross the Canal by pontoons."—[Drawings Copyrighted in the United States and Canada.]

A GREAT DIFFICULTY OF GERMANY'S "PIRATES": SUBMARINE ATTACKS.

DRAWN BY W. B. ROBINSON.



SUBMARINE ATTACK AT RIGHT ANGLES: DIAGRAMS SHOWING RELATIVE SPEEDS, POINT OF SUBMERGENCE, AND TORPEDO RANGE.

The above diagrams, illustrating the difficulty of attacking by submarine a vessel steaming at right-angles to the submarine's course, are based on similar diagrams given in Mr. Charles W. Domville-Fife's remarkably interesting little book, "Submarines, Mines, and Torpedoes in the War," one of the "Daily Telegraph" War Books, from which the explanatory letterpress is also quoted. "The first," he writes, "shows an attack on a war-ship travelling at twenty miles an hour, such as a big battle-ship or a cruiser." Again, he writes: 'A decrease in the speed of the oncoming surface-vessel tends to either make easier the task of the attacking submarine, or else to increase the distance

from which the attack can be delivered. This is shown in the (lower) diagram, which assumes the speed of the surface-vessel to be only fifteen miles an hour, such as a merchantman, troop-ship, food-ship, collier, or old war-ship. . . . These charts are drawn and calculations made assuming the following points: (1) The weather—fine and bright; (2) Not taking into consideration strong tides, currents, etc.; (3) The enemy on the alert; (4) Submarine waits at point 'D' in an awash condition; (5) Owing to Nos. 1, 2 and 3 above, the submarine travels from point 'D' in all courses in a submerged condition."—[Drawings Copyrighted in the United States and Canada.]

THE STORY OF THE "75."

"THE Day of the 75," the now world-famous French field-gun, having just been celebrated throughout the country of its origin, it is interesting to call to mind the story of the weapon and the names of the men who gave it to our Ally.

In 1890 the French artillery experts began to busy themselves with the creation of a quick-firing field-gun designed to achieve results similar to those yielded by a naval gun, endeavouring to supply for land service a gun which would vie in rapidity of fire with the "Canet" and the "Hotchkiss" of the French Dreadnoughts. The first-line guns in use at that time failed too often to give really satisfactory results; for, though (like Colonel de Bange's "90") they had a considerable range and an accuracy which has never been exceeded, their rate of fire was much too slow: the weapons of 1877 fired, indeed, at little more than half the speed of the smooth-bore gun à la Suédoise of Gustavus Adolphus.

If any serious damage were to be done to an opponent whose chief object was to get out of range, it was necessary to "scrap" the old weapons, and provide the French artillery

with a gun which could sweep the ground instantly with an easily controlled, raking fire—just as a street-cleaner can water a street with his hose without moving away from the main. In other words, it became eminently desirable to produce, not a gun which would remain immovable during the discharge (a thing mechanically impossible), but one which would return to its original position after each shot had been fired. Thus, resighting and re-adjusting

not being called for, the rate of fire would be very greatly increased. The problem was how to construct a gun-carriage which could be fixed to the ground so firmly that it would not move while the gun (joined to the carriage by an "elastic" contrivance destined to absorb the shock) recoiled after the shot, on travellers conveniently arranged. Attempts in this direction had been made by several officers, notably by Captain Locard, of the Foundry of Bourges, but they had failed as far as field-weapons were concerned.

Theoretically the solution of the problem seemed obvious, but it still remained to be proved whether it could be solved practically. At this point occurred a curious and generally unknown incident which was to exercise a decisive influence in the creation of the new gun.

General Mathieu, then Head of the Artillery at the French War Office, came to know that Herr Haussner, a German engineer, and a very able man, had submitted to Krupp a model of a gun with "a long recoil," or, rather, with "a recoil of the gun on the gun-carriage," as the German experts would say. It was understood, further, that, after experiments, Krupp's had undertaken the construction of the new weapon. The General, a good judge of a man, sent for Major Deport, then Head of the Workshops at Puteaux, and asked him point-blank whether he, too, could not invent a gun based on the principle of the "long recoil." Major Deport knew his subject

thoroughly and, after reflection, answered that he was ready to solve the problem. He set to work, and in 1894 he submitted to General Mercier, the Minister of War, a field-gun able to fire twenty-five rounds a minute. Its accuracy was perfect, and its



KEEPER OF THE "75'S" SECRETS:
GENERAL DELOYE.

stability was such that the two principal gunners could remain seated on the gun-carriage during firing. Thus the "75" was born; and was everything the most exacting gunner could desire.

The work had been no easy task. For months Major Deport burned midnight oil, thinking out the details of the new weapon;

So inaccurate information had particularly happy results for France, by putting Major Deport on the road to his great discovery. The Major was made a Lieut.-Colonel too late in life to hope to rise to a much higher rank, and so decided to retire and to accept a position in the "Compagnie des Forges" at Châtillon-Commentry, where, to this day, he controls the artillery supply.

The perfecting of the "75," which became the model gun of 1897, was done, after Major Deport's departure, by General Sainte-Claire Deville, then a Captain. He invented a new kind of ammunition-wagon, which was excellent for sheltering the gunners, and improved the distribution of ammunition; and also an automatic ejector, which allowed for any speed of fire. He was greatly aided by Captain, now Lieut.-Colonel, Rimailho, a distinguished officer who was to attain celebrity by inventing the "155" quick-firing light field-howitzer.

To create a new weapon was not enough; it remained to get the Government to adopt it, and to persuade Parliament to consent to the formidable expense its construction would entail. Also and above all, it was imperative to hide the gun's

existence from the possible enemies of France. General Deloye, successor of General Mercier at the War Office, saw to all this. By a series of ingenious "blunders," clever "indiscretions," and mysteriously conducted "exhibitions," he succeeded in making everyone, and, in particular, the German spies, usually so well informed, believe that the new French weapon would be a gun (other than the "75") which Captain Ducros had been studying for a

long time. The German artillery fol-

lowed up this "scent" eagerly, and in 1896, quite proud of having forestalled the French, they produced a quick-firing gun akin to that of Captain Ducros!

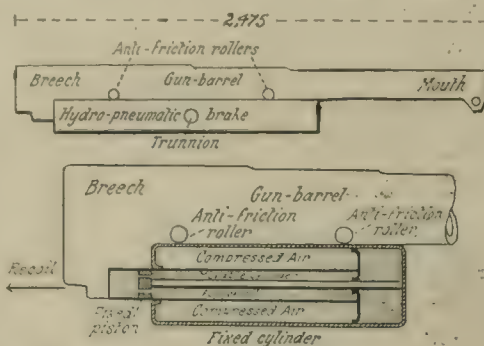
General Deloye persuaded the Government to adopt the "75" secretly, not hesitating to accept the grave responsibility which he incurred by recommending a totally new weapon which broke away altogether from the ideas of the past. Furthermore, he calmly defied Government red tape in order to secure the necessary funds without having recourse to Parliament. Later on, he crowned his work by persuading Parliament to give as security for the construction of the "75" the funds that were to come from the sale of certain grounds round Paris.

General Deloye being, like Major Deport, a most modest man, the important part he played has remained almost unknown; although General Gallifet alluded to it briefly at a sitting of the Chamber of Deputies in February 1900, saying: "You have just had before you a man to whom you can never be too grateful. I mean General Deloye. It is to him we owe the reconstruction of our artillery."

It is, indeed, fortunate for France that twenty years ago she had Major Deport at the Workshops at Puteaux, and General Deloye at the War Office, for it is to their joint efforts that they owe the "75," and with it the safety of France.

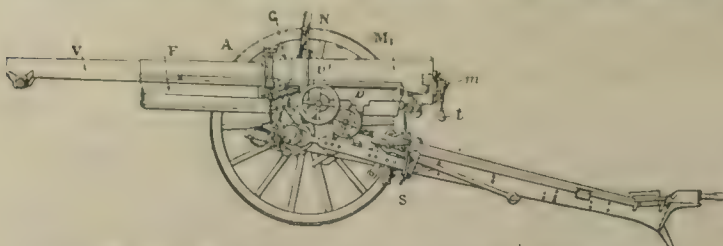


THE INVENTOR OF THE "75":
COLONEL DEPORT
Painting by Paul Jobert.



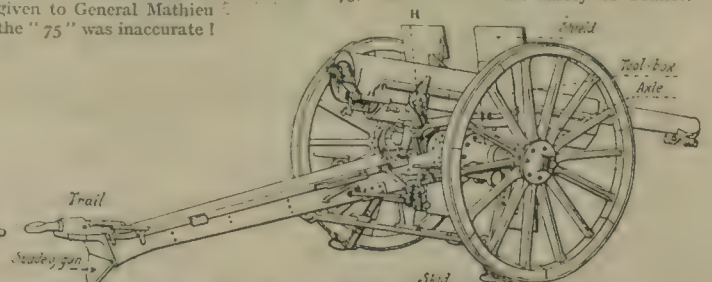
THE HYDRO-PNEUMATIC BRAKE OF THE "75": DETAILS.

triumphing over one difficulty only to find himself confronted by yet another, the final solution for ever evading him. Having perfected a rapid breech-closing action after the Nordenfelt pattern, he had to invent a hydro-pneumatic brake which would gradually stop the piece in its recoil and return it to its original position; air being compressed in a cylinder for this purpose to a hundred times its normal pressure. Then he had to adapt to the new piece the system called *d'hausse indépendante*. Those were but a few of many difficulties to be overcome. It was found, in fact, that the information given to General Mathieu which led to the creation of the "75" was inaccurate!



THE "75": THE LEFT SIDE; WITH THE LEFT WHEEL REMOVED.

V. Gun-Barrel. M. Jacket of Gun. F. Hydro-Pneumatic Brake. A. Sighting-Gear. G. Back-Sight. N. Level. m. Striker. t. Firing-Trigger. v. Elevating-Gear.



THE "75": THE RIGHT SIDE (H IS A SIGHT).

In the very latest pattern of the gun, it may be mentioned, the shields offer still greater protection to the gunners.

THEIR MASTER'S RETURN: THE SOLDIER'S WELCOME.

DRAWN BY A. C. MICHAEL.



ALMOST MAD WITH JOY: A "TOMMY'S" DOGS GREETING HIM ON HIS RETURN TO LONDON ON LEAVE FROM THE TRENCHES.

"This very human scene," writes a correspondent, "was witnessed by myself a day or two ago at Victoria, immediately after the arrival of an afternoon Continental boat train which had just disgorged a contingent of officers and soldiers on short furlough from the front. A soldier's wife had brought her husband's dogs with her to meet their master;

and it brought a lump to my throat to see the delight of the dogs. Literally beside themselves, in their exuberant joy at the meeting and at hearing again the well-known voice, they kept leaping up to the soldier's shoulder as though to kiss their master's face, refusing to be restrained by word or gesture."—[Drawing Copyrighted in the United States and Canada.]

PRINCESS PAT'S OWN AT THE FRONT: A DARING GERMAN SNIPER BROUGHT DOWN BY A CANADIAN SHARPSHOOTER.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN OFFICER OF PRINCESS PATRICIA'S CANADIAN LIGHT INFANTRY.



"THE GERMAN'S DARK FIGURE WAS SEEN TO SPRING CONVULSIVELY UP, AND FALL BACK AGAIN INTO THE MUD": MARKSMANSHIP BY ONE OF PRINCESS PATRICIA'S CANADIAN LIGHT INFANTRY.

Princess Patricia's Own Light Infantry, of Canada, met with a fine reception when they arrived at the front. That they have done well since is not surprising, for some 75 per cent. of them have been on active service before. Concerning this drawing, which was made from material supplied by an officer present at the action, our artist writes: "During the first few days of the P.P.O.'s going into the trenches near Ypres—an old French trench situated slightly to the right of the strong German position at Bois Quatre—they were extensively sniped by a daring German sniper who used to creep out in the darkness, and, taking up a position in the indescribable slough between the opposing trenches, make the most of his opportunities for bagging Britishers. By noting the flashes of his rifle, he was marked down as being in proximity to a ruined hedge, and a Canadian rival marksman, the night following, crawled out and camped on his trail. It was a weird scene, the Canadian position being lit up by a floating German parachute-light drifting along about six feet

above the ground. The only signs of life behind the enemy's trenches were the halting-ladders that occasionally appeared, depositing mud and water over the top. The ground between the wire entanglements of the opposing forces was an absolute morass, covered with Jack Johnson holes and unexploded German shells, which have to be carefully avoided. The Canadian lay flat in the mud. Soon the German started his usual practice, and began potting away. As soon as he had marked his man, so did the Canadian, and the rivals plugged each other at one another for a few minutes, until the German's dark figure was seen to spring convulsively up and fall back again into the mud. The Canadian wriggled back through the space in the entanglements into his trench to receive the hearty congratulations of his comrades." The line of the German trenches can be seen in the background of the drawing, with the halting-ladders above mentioned showing at intervals over the top of the parapet. (Drawing Copyrighted in the United States and Canada.)

DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS BY WALPER, SALMON, RUSSELL, FRENCH, HAWKE, ELLIOTT AND FRY, JARDINE, PETERS' PHOTO. CO., LAFAYETTE, PRIESTLEY, HEATH, A. L. WHITE, AND W. D. HOLMES.



Our portraits include this week that of Lieut. John Dutton Calvert, son of Mr. E. P. Calvert, The Manor House, Spexhall, Halesworth, and grandson of the late Colonel the Hon. Charles Dutton. 2nd Lieut. H. Vernon Hutt joined the Artists' Rifles when war broke out, and was given a commission in the Royal Sussex Regiment. Sub-Lieut. Walter Borrowes was a brother of Lieut.-Colonel Sir Kildare Borrowes, Bt., D.L. Lieut. L. H. Shapier, of the 3rd Suffolks, was great-grandson of Col. Richard Bayly of the same regiment. Lieut. Henson was the only son of Dr. and Mrs. Henson, Derby Street, Mayfair, and Elmsett Hall, Wedmore. He fell leading his company in an attack on German trenches. Lieut. J. F. Hewitt was killed in action in France, on October 26. 2nd Lieut. Jack B. M. Ward

was killed at Ypres on November 6. He was only nineteen, and has just been mentioned in despatches. Lieut. Jack Neethling was killed at Kakamas, German S.W. Africa. His mother is a daughter of the late Duncan Wilkie Paterson, S.S.C., of Edinburgh. Lieut. Neethling was a fine athlete. His father, Lieut.-Colonel Andrew Murray Neethling, M.D., M.L.A., is at the front in German S.W. Africa. Lieut. R. A. T. Beech, eldest son of Lieut.-Colonel Beech, of Branden Hall, Warwickshire, was one of the finest horsemen in the Army, and was well known at the Olympia Horse Show. He was mentioned in despatches early in the war. Lieut. Bevil Douglas Tollemache was the eldest son of the Hon. Douglas Alfred Tollemache and Mrs. Tollemache, of South Beach, Felixstowe.

Adapted for 400 German Prisoners at a Cost of £13,000: Donington Hall!

"WILL ANY OF THOSE GENTLEMEN EVER WANT TO GO BACK TO GERMANY AGAIN?" DONINGTON HALL—A HISTORIC MANSION FURNISHED LUXURIOUSLY FOR GERMAN OFFICERS AND THEIR SERVANTS.

Donington Hall, a Leicestershire mansion which has a history going back to Tudor times, and was later the seat of the Hastings family until the death of Lord Donington, was recently acquired by the War Office for the housing of 320 German officers captured in the war, and 80 prisoner-servants. The very large expenditure on the house, including the provision of billiard-tables, bath-rooms, and so on, has been strongly criticised, and was made the subject of questions in the House of Commons. The Under-Secretary

for War, Mr. Tennant, said the cost was estimated at £1750 for structural alterations, £2550 for reconstruction, extension, and sanitary repairs; £2100 for hutting; £1950 for electric lighting; and £450 for fencing—a total of £8800. The cost of furnishing was £4200. The general scale was that of a sergeants' mess. Mr. W. Thorne asked whether "any of those gentlemen will ever want to go back to Germany again?" Mr. Chamberlain asked about the accommodation of British officer prisoners.

Boats in which the Turks Hoped to Cross the Suez Canal: Captured Zinc Pontoons at Cairo.

1. ON VIEW IN THE YARD OF THE BRITISH ARMY HEADQUARTERS AT CAIRO: TWO OF THE CAPTURED TURKISH PONTOONS.

3. SHOWING THE LOCKER IN THE BOWS AND (ON THE RIGHT) THE IRON SOCKET FOR A MAST: THE INTERIOR OF A PONTOON.

In their disastrous attack on the Suez Canal in the early hours of February 3, the Turks tried to cross between Toussoum and Serapeum in boats or pontoons of zinc or galvanised iron, measuring about 20 ft. by 5 ft., each holding 35 to 40 men, and so fitted as to form a bridge if necessary. The first pontoon pushed off in the darkness just opposite an Egyptian battery commanded by a British subaltern. They saw it when it was

2. TORN BY SHRAPNEL AND PIERCED, IT IS SAID, BY BULLETS AND BAYONET-THRUSTS: A PONTOON BADLY DAMAGED.

4. EVIDENCE OF TEUTONIC DESIGN: ONE OF THE CAPTURED PONTOONS SHOWING THE NAME "CONSTANTINOPEL" IN THE GERMAN SPELLING.

half-way across, and opened fire with a Maxim, sinking the boat and killing or causing to be drowned all those on board. The second was fired on and destroyed by a company of Indian infantry. Another nearly reached the Egyptian bank, and the crew waded ashore, but were soon rounded up. When daylight came the Canal bank for a mile or so was littered with zinc boats and rafts.

PHOTOGRAPHS BY TOPICAL.

THE CAMERA AS CORRESPONDENT: NEWS BY PHOTOGRAPHY.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, WYNDHAM, AND L.N.A.; DRAWING BY CHARLES J. DE LACY.



A LITTLE DIFFICULTY BETWEEN BRITAIN AND THE UNITED STATES REMOVED: THE HAMBURG LINER "DACIA," NOW A FRENCH CAPTURE AWAITING THE DECISION OF THE PRIZE COURT AT BREST.



AS IF WITH EXTENDED ARMS PLEADING FOR MERCY: THE STATUE OF THE VIRGIN AND CHILD ON THE BELL-TOWER OF ALBERT, IN NORTHERN FRANCE, AFTER THE GERMAN BOMBARDMENT.



ANOTHER OF THE BATTLE-ENGINES OF THE ANCIENTS REVIVED IN THE PRESENT WAR: A CATAPULT OF THE TYPE USED IN THE TRENCHES BY BOTH BRITISH AND FRENCH FOR SLINGING GRENADES.



THE FIRST STATE PARADE OF THE WELSH GUARDS: THE NEW REGIMENT LEAVING BUCKINGHAM PALACE AFTER RELIEVING THE KING'S GUARD, TO MARCH TO ST. JAMES'S PALACE.

The capture of the "Dacia" by a French cruiser, and the taking of the ship into Brest as a prize, relieves Great Britain of the difficulty as to the cargo. A Hamburg liner interned at New York, she was bought by Mr. Breitung (born of German parents in America) and laden with cotton for Germany, via Rotterdam. By French law the transfer of a merchant ship from a belligerent to a neutral after the outbreak of war is invalid.—The extraordinary position of the statue on the Basilica of Albert, a town of Northern France, is the result of a German shell. We have illustrated this incident

before, but the photograph here given (with an inset giving the detail of the statue) is sufficient to warrant a return to the subject.—Catapults bring to modern warfare an ancient battle-engine. Our men have catapults akin to that which the two French soldiers in the illustration are using, for hurling "jam-pot" grenades across into the German trenches.—In honour of St. David's Day (March 1), the new regiment of Welsh Guards was specially appointed to do sentry duty at Buckingham Palace and afterwards marched to mount guard at St. James's Palace.

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There is no truer friend than a well-seasoned pipe, carefully filled with "THREE NUNS" tobacco—for that is the only mixture whose delicious flavour, pleasant light aroma, and wonderful coolness can satisfy the need of a smoker of real discernment.

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MEDIUM. 3d. for 10.

WILLS AND BEQUESTS.

THE will of Mr. CHARLES THOMAS DANIELL CREWS, of 41, Portman Square, Billingbear Park, Wokingham, and the Stock Exchange, who died on May 31, is proved, the value of the real and personal estate being £551,047. The testator gives £10,000 each to his five children; £250,000 in trust for his wife for life, with remainder to his children; £500 each to the Stock Exchange Benevolent Fund, the London Society for Teaching the Blind, the Worshipful Company of Musicians, and the Royal Academy of Music; £500 each to the executors, and to his partner August Lichenstadt; annuities of £150 each to his brother and two sisters; £300 each to ten nieces; legacies to servants; and the residue to his wife.

The will of CAPTAIN SIR FRANCIS ERNEST WALLER, Bt., Royal Fusiliers, of Woodcote, Warwick, who was killed in the war on Oct. 25, is proved by Sir Wathen Arthur Waller, brother, the value of the estate being £245,267. He gives £15,000 to his sister Edith Sophia Waller; £10,000 to his sister Margaret Granville; and the residue to his brother.

The will and codicils of SIR WALTER GILBEY, Bt., of Elsenham Hall, Essex, who died on Nov. 12, are proved by his four sons, and the value of the estate sworn at £425,150. Testator settles the Elsenham Hall-estate on his son Sir Henry Walter Gilbey for life, with remainder to his son Walter. His Ordinary shares in W. and A. Gilbey he leaves to his sons Henry Walter and Arthur Nockolds; £50,000 in trust for each of his daughters Mabel Kate Routledge, Emily Lucy Stroyan, Rose Barrow, and Maude Ellen Hine; £250 each to his private secretary George Pape, and to his estate agent Henry Burrell; £100 to James Smith Cooper; and legacies to persons in the employ of W. and A. Gilbey,

and to servants. His daughter Mrs. Hine is to have the option of carrying on his business of a fruit and lavender grower and manufacturer of jam and lavender water. The residue goes to his four sons, large sums already given to them to be brought into account.

The will of MRS. MARY HEATHFIELD WALLS, of 10, Daleham Gardens, Hampstead, who died on Nov. 28, is proved by Charles H. Dendy, William A. Walls, and Gordon Johnson, the value of the property being £128,285.

each to Charles H. Douglas, Walter Fox Dendy, C. F. Dendy Marshall, and Hannah Walls; £4000 to the children of Robert Buchanan; £4000 to Algernon J. Pilcher; other legacies, and the residue to Charles H. Dendy.

The will of MRS. ELIZABETH REBECCA GIBBON, of 75, Lancaster Gate, Hyde Park, widow, who died on Jan. 4, is proved by Marion Edith Gibbon, daughter, the amount of the property being £95,089. Testatrix gives annuities of £350 each to her sisters Anna Maria Caroline Marshall and Marion Harriet Seymour Ellis; £1000 each to Olive Mary G. Simpson and Henry Gibbon Moore; £100 a year to Charles Henry John Ellis; and the residue to her daughter.

The will (dated Jan. 17, 1912) of SIR WILLIAM ROBERT CLAYTON, sixth Bt., of Harleyford, Marlow, Bucks, and 29, Great Cumberland Place, W., who died on Oct. 7, is proved by Dame Aimée Gertrude Clayton, the widow, the value of the estate being £143,932. Testator leaves all his real estate to his wife for life, with power of appointment thereover, and subject thereto, to George Frederick Lancelot Clayton-East, in tail male. The residue goes to his wife after the payment of three annuities to servants.

The will of LIEUTENANT FREDERICK ERNEST STYLES, Royal Munster Fusiliers, of 124, Knightsbridge, and Blackmoor, Edenbridge, who was killed in France on Aug. 27, is proved by Frederick Wolfe and Richard E. B. Beal, the value of the property being £118,378. He gives £500 to Miss Blanche Denton; £500 a year to Mlle. Madeline de la Croix; £500 each to the executors; £250 to Marguerite Louis, his French governess; £100 and an annuity of £50 to his nurse Rachel Wilcox; £50 to his soldier servant; and the residue to his mother for life, with remainder to his brothers William Ridley Styles and Herbert Walter Styles, and to his sister Kathleen Sarah Styles.



A HAVEN OF REST IN A WORLD AT WAR: MADEIRA, THE BEAUTIFUL ISLAND.

A veritable isle of "balmy breezes," Madeira has long been a favourite winter resort for the delicate and all to whom warmth in winter is something more than a matter of self-indulgence; and it is good to know that amid all the turmoil of the war and the stress of bad weather in other parts of the world Madeira is as sunny and as safe as though the war were a thing unknown. It is an ideal spot for invalided officers and their families, and offers excellent accommodation on moderate terms. It can be reached in three and a half days from England, and boasts quite modern English hotels, such as Reid's Palace Hotel, from the verandah of which this view of the Bay—with the British Atlantic Fleet at anchor, was taken.

The testatrix gives £5000 to the Hampstead Home Hospital; £2000 each to the London Society for Teaching the Blind to Read, and the Ladies' Charity School in Bayswater; £1000 to the Sailors' Orphan Girls School and Home, Hampstead; £5000 each to the executors; £5000

Marguerite Louis, his French governess; £100 and an annuity of £50 to his nurse Rachel Wilcox; £50 to his soldier servant; and the residue to his mother for life, with remainder to his brothers William Ridley Styles and Herbert Walter Styles, and to his sister Kathleen Sarah Styles.

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The young mother told me that the youngster liked the taste of the Ribbon Dental Cream and that this had helped her in inducing him to form the important daily habit. Of course, she talked with him about it now and then to impress on him the great advantage to his health and comfort that comes with this daily care. "Then twice a year," she added, "I have the dentist look over him."

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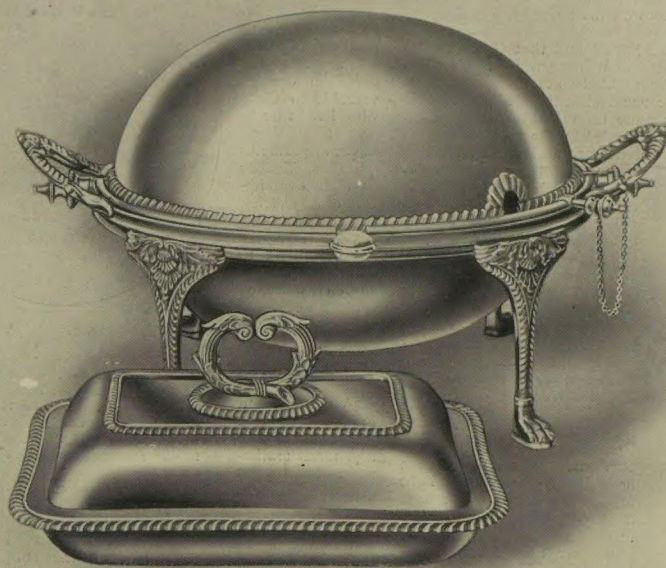
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Included with Models 3 and 5 are Patent Automatic Book-holders, which firmly hold in position books, papers, music, etc., of any size. When the Book-holders are not in use they are concealed under the Table. To these models are also added a useful detachable round Side Tray which will be found a convenient resting-place for writing or smoking requisites, etc. The "Adapta" is a convenient and comfort-giving piece of furniture that should be in every home, library, school, study, office, club, hospital, or sick-room.

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THE CHRONICLE OF THE CAR.

Powerful Headlights.

What a chance for the accessory-makers has been missed by them during the past weeks! In the Metropolitan Police the Commissioner of Police has issued further warnings—in fact, an ultimatum—to motorists to stop using "powerful headlights." Neither in the advertisement columns nor in the correspondence in the general Press has any lamp-maker endeavoured to define what is a "powerful headlight." No official seems to know, and, like some other things at the moment, it is "wropt in mystery." Perhaps, as a practical motorist, I can help the powers that be and the motoring public as to what is sufficient light to drive by, and any increase above that amount therefore constitutes a powerful headlight in the eyes of the police. Night driving is seldom without its nerve-racking moments, but at the present time it is absolutely fearsome. First, there are a large number of cars being driven by military and naval officers after dusk that may or may not be on official business, but, to be perfectly frank, are "hopping it" for all their engines are worth.

Nine times out of ten these vehicles are using their headlights dimmed with a coat of whitewash over most of the glass, yet having considerably more light displayed than is absolutely necessary. These cars are a perfect nuisance to the private motorist, as if he meets them, carrying much less light than they are, he feels he must crawl past them; while he knows that if he illuminates the road as much as they do, the police authority will haul him up and fine him £10 for carrying a "powerful light" contrary to the regulations at present in force. Secondly, if motorists do not carry a certain amount of light, so that it allows the drivers of cars to see at least forty yards ahead, there is great danger to pedestrians and shock to the driver in the risks of running them down on the highway.

Side-Lamps.

Now I have found that the minimum amount of lighting which it is safe to drive with in the present unlighted state of the country is that to be found in the usual electric side-lamps. This amount of illuminant is more than double the suggested light—an ordinary oil-lamp carried by the taxi-cab—which the police evidence in a recent case at Mortlake tried to make out was the standard of the Law Officers of the Crown, and anything exceeding this pale glimmer was a "powerful light" within the meaning of the Act—or rather, the regulations now in force. Safety of the public and the military forces demands that all cars can be driven with the minimum risk and at the maximum speed of emergency. The candle-power of the ordinary electric side-lamps of the pleasure touring-car is ample for this, especially if these lights are carried in the position usually taken by the head-lights proper. The light of the oil side-lamp of a taxi is horribly and dangerously insufficient, and it becomes absolutely necessary for the authorities to realise this immediately, and lay down the standard light to be used by all cars on the basis I suggest.

by Messrs. Carpenter and Warren, Ltd., at 5s., it is well worth the small sum demanded, as it contains no fewer than seventy maps sub-dividing Greater London into handy and convenient plots showing every motor-shop in it; and, by means of cross-references, it becomes easy to find one's way to all parts and to any repairing-shop should need arise for replenishments or repairs. Every theatre, club, station, and other landmark is shown clearly as well, so, although originally published for the benefit of a stranger to the Metropolis who may be called to this city by his military duties, the guide is equally valuable to those who live therein and find themselves in parts not quite so familiar as their own immediate district, especially at night-time, when the shadows seem to alter the general appearance of spots that would be familiar in the light of day.—W.W.



DEAD ON THE FIELD OF HONOUR:
2ND LIEUT. VERNON JAMES AUSTIN.

Mr. Austin was killed in action at La Bassée, after having taken part in the great retreat from Mons, the battles of the Marne and the Aisne, and the severe fighting at Ypres. He was the only son of Mr. Herbert Austin, the founder and managing director of the Austin Motor Company, and was born on November 21, 1893. He had thorough practical knowledge of the motor industry.

Wounded men in hospital, and others who require a pleasant amusement of a not too strenuous character, should try one of Jarrolds' large series of new 64d. Picture Puzzles. They have issued some hundred assorted of these puzzles, the subjects being Military Pictures, Heads, Flowers, Fruit, and Children. These puzzles are beautifully coloured. Messrs. Jarrolds have had a big success with their 1d. puzzles and this new series will be a real boon at the present time.



PRESENTED BY BURBERRY'S: A MOTOR SOUP-KITCHEN GIVEN TO THE
BRITISH RED CROSS SOCIETY.

Burberry's, of the Haymarket, have presented to the Red Cross Society a motor soup-kitchen of remarkably compact and serviceable design. The kitchen, which will supply hot soup, coffee, and other restoratives right up in the van of battle, is made to a special specification, approved by the Society and supervised by the engineer of the Royal Automobile Club. It consists of a 30-cwt. Vulcan commercial chassis and a box-van body, with steel panels and ash framing. The interior length is 9 ft., the breadth 5 ft. 8 in., and the height 5 ft. 10 in.

Street Guide. Mr. Warren has produced an admirable street-map guide for London and its environs for the use of all motorists who wish to find their way in "darkest" London, and of the various garages in every district. Published

Princess Christian visited the premises of Bovril (Ltd.) in Old Street, on Monday last. She was received by Lord Erroll, chairman of the Company, and was conducted over the factory. The various processes of manufacture were explained to the Princess, who took particular interest in the supplies of Bovril being prepared for despatch to the military hospitals and to the Expeditionary Forces.

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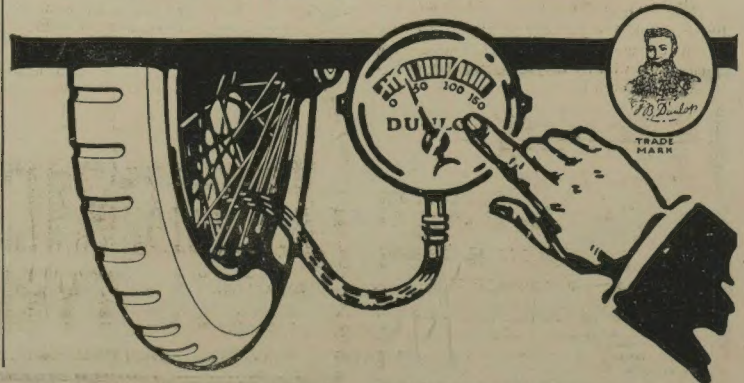
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Does your hair
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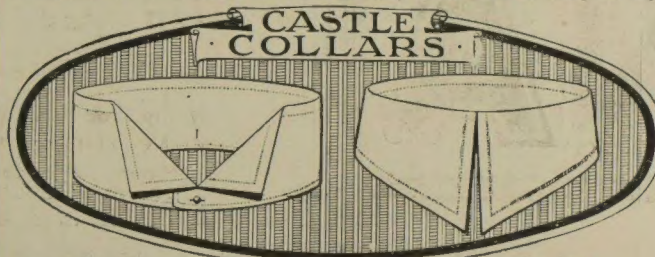
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In the following colours: Ivory, Pink, Navy,
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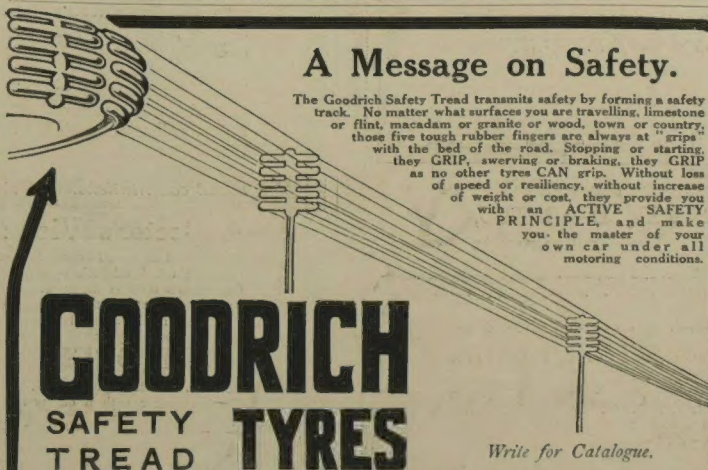


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Calox Tooth Brush reaches every part
of every tooth, 1/-

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CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

R C DURELL (South Woodford).—We will give your new position a careful examination and report later.

J IRVINE (Glasgow).—You must try again at No. 3689. As regards the game mentioned, you may take it Black played the best possible move at the moment.

J WILKINSON (Bristol).—In company with a good many others, you have come to grief over No. 3691. The problem seems to have presented unusual difficulties to our solvers.

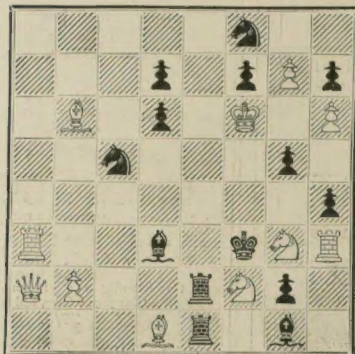
H LINDEMAN.—Your new problem, to hand.

CORRECT SOLUTION OF PROBLEM No. 3683 received from C A M (Penang); of No. 3686 from C W B Selwyn (Venice, U.S.A.); of No. 3687 from Ethel W Corbett (Portland, Oregon, U.S.A.) and C W B Selwyn; of No. 3688 from J Irvine (Glasgow); of No. 3689 from George Buchanan (Kensington) and J B Camara (Madeira).

CORRECT SOLUTIONS OF PROBLEM No. 3691 received from H Grasset Baldwin (Guildford), J J Denis (Gosport), R Worters (Canterbury), A L Payne (Lazby), J Fowler, J C Stackhouse (Torquay), G Cooper (Broadmoor), H B Morris (Leicester), J R Jameson, F J Overton (Sutton Coldfield) and Camille Genoud (Weston-super-Mare).

PROBLEM No. 3693.—BY M. F. J. MANN.

BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3690.—BY D. EVANS.

WHITE.

1. R takes R P
2. Mates accordingly.

BLACK.

Any move.

CHESS IN AMERICA.

Game played in the Tournament of the National Correspondence Chess Association, between Messrs. KOLEMANN and WOLEBEN.

(Scottish Gambit.)

WHITE (Mr. K.) BLACK (Mr. W.)
1. P to K 4th P to K 4th
2. Kt to K B 3rd Kt to Q B 3rd
3. P to Q 4th P takes P
4. Kt takes P Kt to B 3rd
5. Kt takes Kt Kt P takes Kt
6. B to Q 3rd P to Q 4th
7. P takes P P takes P
8. Castles B to K 2nd
9. P to Q B 3rd Castles
10. B to K B 4th

White's play has been more tempered by discretion than enterprise. He has an even game, but here B to K Kt 5th might be considered.

10. B to K Kt 5th
11. Q to B 2nd B to R 4th
12. Kt to Q 2nd B to Kt 3rd
13. Kt to B 3rd R to Kt sq
14. Kt to Q 4th

Laying a trap for Black, but the bait proves too costly: R to Kt sq would be more consistent with the line of play so far adopted.

14. B takes B
15. Q takes B R takes P
16. Kt to Kt 3rd P to B 4th
17. B to B sq

Winning the exchange at the price of two valuable Pawns—too high a price to pay for the advantage.

17. P to B 6th
18. Q to B 3rd R takes B P

WHITE (Mr. K.) BLACK (Mr. W.)
19. R takes R P takes Kt
20. P takes P Kt to K 5th

Much better than B to B 4th, 21. B to K 3rd, B takes B, 22. Q takes B, Kt to Kt 5th, which, though winning back the exchange, would lose the Q R Pawn. At present the latter obviously cannot be taken by White's Q R.

21. R to Kt 2nd B to B 3rd
22. B to Q 2nd Q to B 2nd
23. R to Q sq Kt takes P

Black handles the attack in excellent style, and drives his opponent from pillar to post with unflinching vigour.

24. R to Q B sq Q to Kt 3rd (ch)
25. B to K 3rd P to Q 5th
26. B to B 2nd R to B sq
27. K to R sq P to K R 3rd
28. Q to B 5th R to Q sq
29. Q to Kt 4th Q to K 3rd
30. Q to B 3rd P to Q 6th

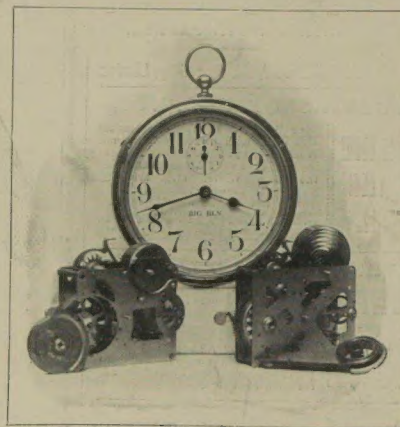
This wins, whatever White does. The ending is interesting, and has some pretty points, creditable to both sides.

31. R to K sq Q to Q 2nd
32. R to Q 2nd B to Kt 4th
33. R takes P Q takes R
34. R to K 8th (ch) K to R 2nd
35. R takes R Q takes Q
White resigns.

To achieve a century in the commercial world of to-day, with its keen competition and wide resources, is a guarantee of excellence, and it can be claimed by the world-known "Old Calabar" Biscuit Company, whose productions are in use among all lovers of dogs, and breeders of poultry and game. "Old Calabar" meat biscuits are supplied to his Majesty's kennels where the wise rule is "everything of the best." But "Old Calabar" productions are also for domestic poultry, pheasants, pigeons, turkeys, ducks, and cage-birds, and are nourishing, stimulating, and economical, nourishing poultry and game and adding to their productiveness. The Company's various forms of "meal" foods contain diet scientifically arranged to give the best possible results. The "Old Calabar" Company also make ship's biscuits, wholemeal, wheatmeal, and other cabin biscuits, including dainty "Ships' Water Biscuits," known as the "Captain Cracker," and a full price list can be obtained by writing to the Old Calabar Biscuit Company, Chapel Street, Liverpool.

A NEW NOVEL.

"Lost Sheep." There is a passage at the beginning of "Lost Sheep" (The Bodley Head) suggesting that Mr. Vere Shortt can be better trusted as a chronicler of the adventures of the Algerian Foreign



A "BIG BEN" ALARM-CLOCK.

The most popular alarm-clock in the United States is said to be the "Big Ben," whose insistent yet musical tone has made its success. It is being introduced into this country, and, it may be mentioned, "President Wilson has got one."

Legion than the lady novelist of romantic imagination; and the evidences that follow lead us to believe this to be the case. The book rings true, and very grim and disconcerting to sensitive nerves are some of the incidents it puts on record. It is the more surprising to be pulled up with a round turn by the intrusion of the Rider Haggard element, and still more to find that the last chapters are, indeed, sheer Haggard—very good stuff too, though that is by the way. The queer, unexpected blend is altogether successful, and "Lost Sheep" may safely be said to be a novel much above the average, as well as a graphic picture of the Foreign Legion's life on the borders of savagery, military and African. The puzzle is to know to whom to commend the book. It would delight any healthy schoolboy; but we are not sure it is the best kind of literature for schoolboys. Women can hardly be expected to enjoy the horrors perpetrated by the Senussi, although the dark-eyed maiden and her love-affairs would appeal to them. Men? Does the able-bodied man of 1915 read tales of military hazard? He is busy enough living through them or doggedly preparing for that eventuality.

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